



Monday, March 17, 2014
5:30 – 7:00 p.m.
Hooker Conference Room, City Hall

AGENDA

- I. Call to Order and Introductions
- II. Approval of Minutes:
 - a. February 17, 2013
- II. Public Comments
- III. Communications from Committee Members
 - a. Work Session - March 10th Report
- IV. Reports from Staff
 - a. 2014/2015 Capital Improvement Projects
 - b. Bloomington Commission on the Status of Women Request
- V. Old Business
 - a. Local-Motion Grant Program
- VI. New Business
 - a. Future Capital Improvement Projects
 - b. Plan Commission Development Review
 - a. Rogers Group – 17th Street PUD
- VII. Topics suggestions for future agendas
- VIII. Upcoming Meetings
 - a. BPSC Regular Session - Monday, April 21st, 2014, 5:30 - 7:00 pm, Hooker Room at City Hall
 - b. Monroe County Active Transportation Board – Monday, March 24, 2014 – 5:00 PM, 501 N. Morton St, Suite 100B, North Showers Building

Adjourn

MINUTES
BIKE AND PEDESTRIAN SAFETY COMMISSION
2-17-2014

INTRODUCTIONS

Members: Present: Stacey Williams, Mitch Rice, Jim Rosenbarger, Paul Ash

Ex-Officio: Vince Caristo- Planning
Scott Robinson - Planning
Justin Stuehrenberg - Planning
Josh Becker - Intern - Parks & Recreation
Roy Aten - City of Bloomington Engineering

Citizen: Eoban Binder - Citizen
Jaclyn Ray

APPROVAL OF MINUTES

Minutes from 12-16-2013 were approved as submitted.

PUBLIC COMMENT

Eoban Binder stated the bike lanes were not being plowed.

COMMUNICATIONS FROM COMMITTEE MEMBERS

Paul Ash stated the B-line seems to be better than it was earlier in the winter.

Mitch Rice stated he believed an employee of Public Works also plowed the B-line and thanked them too.

Stacey Williams stated the bike lanes have not been cleared very well, and wondered if anyone had looked into how much extra it would cost to clear the bike lanes.

Mitch Rice asked about specific locations because 3rd Street always seems to be plowed. He felt the City has done better than before in clearing lanes this year; better than past years.

Vince stated he hears both sides and has initiated a talk with the Public Works Director who is open to hear suggestions. Mitch stated he has seen tremendous progress.

Mitch stated the newer, thicker bike lanes do not work as well and seem to chip off. They seem to be a hazard to bicyclist because that quarter inch or so can turn a wheel quickly. He would like some data as to the better mode of stripping.

Roy stated it wasn't specified in this bid and that's why the thermoplastic was used. The next bid will specify in the bids for the thinner markings.

Jim Rosenbarger stated the sidewalks need to be cleared. Brief discussion about snow & sidewalks ensued.

NEW BUSINESS

a) Election of Officers

Vince stated the officers that need to be elected would be the Chair and Vice Chair. Currently Mitch has been serving as the Chair and Jim serving as the Vice Chair. Beginning with this meeting the agenda was developed with the Chair and Vice Chair. Vince stated that the role of the Chairperson or Vice-Chairperson would be to call work sessions as necessary.

Paul made a motion to re-elect the people currently in those positions, Mitch and Chair and Jim as Vice-Chair. Stacey Williams seconded. Mitch asked if Jim would like to reverse roles, and Jim stated he was fine being the Vice-Chairman.

All members present voted to approve the officers, with Mitch Rice serving as Chair, and Jim Rosenbarger serving as Vice-Chair for 2014.

b) ADA Transition Plan

Vince stated the City will be seeking input on the ADA Transition Plan. There is a draft plan ready to go before the public. Vince gave a history of the ADA. ADA requires that all public agencies with at least 15 employees have an ADA Transition Plan. This includes an inventory of all barriers to accessibility in programs and services that government agency provide. The City's current plan was passed in 1996. This effort was started through the Federal Highway Administration, who worked through the MPO's to make ADA Transition Plans an emphasis in transportation planning. Monroe County, and the Town of Ellettsville, have each created an approved ADA plan. ADA Coordinator for the City is Barbara McKinney. A team from Planning, Legal, and Public Works have been working on this plan. Also, the plan should be a living document.

Vince went through the plan and explained it to the members. One highlight is that City staff has looked at every piece of City owned sidewalk, ramps, and curbs and rated them based on the 10 criteria. There was discussion about the criteria and evaluation.

Vince explained how the City prioritizes these projects. Vince added that when the City does any kind of improvement to a road, at the same time, as a policy in this plan, adjacent curb ramps are upgraded. This happens anytime a street repaving projects happens. It is estimated that this year 510 curb ramps will be upgraded.

Jim took exception to the way these projects are prioritized. Discussion followed.

Vince concluded his report by stating public comment would continue through the end of the month. The plan has also been presented to The Council on Community Accessibility and the Monroe County Coalition for Accessibility and Mobility. The document is on the City's website and at the Indiana Room at the Monroe County Library. Staff is hopeful it will go on the agenda for City Council this Spring or Summer.

c) Events & Marketing Plan

Vince stated since he has been with the BPSC there has been interest in the areas of outreach and education. Vince explained the memo he sent to members and asked for comments and suggestions. Vince stated there is money in the budget to buy a table and tent for events such as the Farmer's Market.

Jim commented that it would be nice to take this table and tent to the events via a bike and wondered if that aspect could be addressed. Vince agreed it would be nice if everything could fit in a bike trailer, and will look into it.

Stacey stated that Freshman Orientation starts much earlier than August and it would be a good place to hit. Mitch stated Jack Rhoads has helped him get materials to freshman in the past at orientation.

Paul stated his opinion on events and parties has changed, and now believes it to be very effective in getting word out to people. Jim agreed, it is effective.

Vince summarized the three ways he sees to get the message out is, tabling events, physical presence, and on-line. Vince added there is \$2000 in the Bike & Ped Commission budget for advertising opportunities. Vince explained how word has gone out before with the help of Parks & Recreation.

Jim stated he would like to see an expansion of walking and biking promotion rather than compensating the Parks Department, as this is the Commission's budget.

Paul Ash put a plug in for WFHB and what a good job they do.

REPORTS FROM STAFF

a) Downtown Intersection Project - Justin Stuehrenberg from Planning explained there is a project underway for many pedestrian improvements downtown. There are local and federal funds available. The biggest part of the project is curb replacement and modifications. There will be extra piano key crosswalks painted, as well as road markings in the 10th Street, 3rd Street, and Atwater corridors. A pedestrian countdown timer will be installed in the downtown area where ever they don't currently exist. Timing signals will be installed to include an LPI, which is essentially and early walk.

There will be timing changes to control speeds and reduce the total cycle times of the signals so pedestrian phases will come along more often.

There was discussion about what federal funds could be used for. Jim was concerned about drainage issues around the ramps.

b) Bloomington Bikes Month - Vince introduced Joshua. Joshua explained he has been working with Steve Cotter in the Parks & Recreation Department, as well as Planning. Something that is being pushed this year is to increase the involvement in Bike to Work Day. Two solicitation letters went out, and feedback was received. Many Cities are bringing businesses into the fold to provide refreshments and energizer stations and promote their business. Bloomington will be doing the same, and there will be a map developed of all these locations. The event will conclude with the Bloomingfoods Bike Rally to celebrate the participation of the day.

c) New BPSC Grant Program - Scott stated this year the Commission has received some grants. He further stated he talked with Miah Michaelson, who is Economic Development Director for the Arts, about what the Arts Commission does with their grant money. The BPSC has about \$1500. This is the inaugural year. Scott explained staff's vision for this grant program. Staff would like to time the grant with Bikes Month and make the announcement at that time. Scott stated he and Vince will be meeting with the Bicycle Club to get their take on their grant program so as not to compete for the same pool of applicants.

Paul asked what type of projects would they anticipate. Scott stated maybe something like a Gay Pride Parade, or the Latino Community Celebration, etc. where biking is not the major draw, but compliments the event. Art Bike was a great example of an event, people didn't come to bike that day, but rather to see art. Different ideas and possibilities were discussed.

d) Bicycle Instructor Corps - Vince stated he applied for a grant through the Bloomington Bike Club to provide funding to train up to five (5) instructors through the League of American Bicyclist Instructor Program. Since Raymond Hess left the City, Vince stated he is the only certified bicycle instructor in Monroe County. This money will pay the registration and travel fees. This will help target and deliver training for specific groups of people, such as families, women, college students, kids, etc. Currently the dates being looked at are in late August. The instructor and course would be brought to Bloomington. Vince stated he would like to have an application process for people in the spring time. One of the criteria he would like to have in the application is that participants will need to commit to teaching at least one course a year for the next two years. Vince stated he would like the Commission to help choose the applicants.

Paul stated he felt one of the criteria would be that once trained they would stay in town for a while. Vince stated he would include the application in a future meeting, and that was his thought when he asked for a commitment of one course over the next two years.

e) Development review update

Vince updated the Board on the Co-housing street connection. Their plan is going for approval on March 10th. The proposal is to build an alley like connection between Short Street and Maxwell Street. It will be accessible to people walking, biking, driving, as well as emergency use.

Vince updated the Commission on the Moore's Pike Office Building. The Petitioner does not want to build the path connection, but staff has put building the connection through the property as a condition for acceptance through the Plan Commission. This project will be heard by the Plan Commission on February 28th.

Vince stated the Habitat for Humanity project is on the agenda for the Plan Commission on February 28th at 5:30. If this project is approved it is between the railroad tracks and the B-line trail just north of Reverend Butler Park around Diamond Street. Paul Ash stated a comment on the H-T site seemed valid. that the traffic crossing angle at the B-line was problematic. Vince stated this is a rezoning process that needs to happen. This will ultimately go through the City Council. Staff, along with the Commission, if the process is approved will need to make some decisions about the design of the crossing on the B-line Trail, and what the signage should look like.

TOPICS SUGGESTION FOR FUTURE AGENDAS

Mitch asked if these could be e-mailed, and Vince stated yes.

Jim stated he would be interested to see what type of capital projects are going into the budget this year. He would like to have some early input into the budget.

Mitch stated he had someone ask him if the cinder path down south of Tapp Road will ever be paved. Mitch stated he would hope not, because this is good for runners. Mitch also wondered if horses were allowed on this path. Vince stated he was not sure but could ask Parks and Recreation.

UPCOMING MEETINGS

a) BPSC Regular Session - Monday March 17th, 2014 5:30 - 7:00 p.m. Hooker Room at City Hall

b) Monroe County Advise Transportation Board - Monday, February 24, 2014, 5:00 - 6:30 p.m., 501 N. Morton Street, Suite 100B, North Showers Building

Meeting adjourned by Mitch Rice.

Date: March 10, 2014

To: Members of the BPSC

From: Vince Caristo, Bicycle and Pedestrian Coordinator, City Planning

Subject: Update on 2014/2015 Capital Improvement Projects

Since the completion of the Bloomington Bikeways Implementation Plan in 2012, the City has added 22 miles of new on-street bike lanes and sharrows, a 150% increase in total mileage of on-street facilities. Over the next several years, the City plans to continue to design and implement the recommendations of the Bloomington Bikeways Implementation Plan, which phases new on-street bikeway projects through 2016. Design of 2014 projects is underway, and is aimed for completion this year. In January, the Bloomington-Monroe County MPO awarded \$200,000 in Transportation Alternatives (TAP) funds to the City of Bloomington for 2015 Bikeways Plan projects. The current phasing plan for the Bikeways Implementation Plan projects through 2015 is shown below.

1. 2014 Bikeways Implementation Plan Projects

- 4th Street: Rogers to Indiana Ave. - Sharrows and bike lanes.
Note: Project may need to be designed with a center bike lane section to accommodate possible angled on-street parking and streetscape improvements for Ivy Tech at the Waldron.
- Rogers Street: 11th to 17th; 2nd to Kirkwood - Sharrows. Note: Would complete remaining gaps in sharrow system on Rogers St.
- Arlington Road: Monroe St. to SR37 - Bike lanes on shoulders.
Note: Need to coordinate work with County.
- 2nd Street: Walnut to Adams - Bike lanes. Note: Will have some challenges, especially in area north of 2nd and west of Patterson.

2. 2015 Bikeways Implementation Plan Projects

- 10th Street: Morton to Union - Sharrows/bike lanes. Note: Will need to coordinate with transit services on travel lane widths.
- Indiana Ave: 10th St. to 13th St. - Sharrows
- Fess Ave: 7th St. to 13th St. - Neighborhood Greenway
- Dunn St: 3rd to 12th; 13th to 17th - Sharrows. Note: Additional sharrows would be striped on 13th St. to connect projects together.
- Law Lane: Fee Lane to Union Street - Sharrows. Note: Coordination with IU needed.
- Liberty Drive: State Route 45 to State Route 48 - Bike lanes.
Note: Will need to coordinate with the County.

Request: None at this time.

Dear City Council Members:

I am writing to you on behalf of the Bloomington Commissions listed at the bottom of this letter. We want to express our collective desire that the City Council express its support for increasing the minimum wage.

The undersigned Bloomington Commissions request that the City Council adopt the attached Resolution in support of the Fair Minimum Wage Act, which would raise and index the federal minimum wage to restore it to its historic value and raise the subminimum wage for tipped workers, and calling upon Congress to pass and the President to sign this legislation.

If you have any questions or would like additional information, you may contact Cathi Crabtree, Chair, Bloomington Commission on the Status of Women at cathic9@gmail.com or (812) 272-1600.

Thanks for your consideration!

Commission on Status of Women

Commission on Hispanic and Latino Affairs

Historic Preservation Commission

Commission on Status of Black Males

Human Rights Commission

Community and Family Resources Commission

Commission on Aging

Council for Community Accessibility

Examples listed. (We will list all who sign on and only those who respond in agreement.)

Res. No. _____

Resolution in support of the Fair Minimum Wage Act, which would raise and index the federal minimum wage to restore it to its historic value and raise the subminimum wage for tipped workers, and calling upon Congress to pass and the President to sign this legislation.

By Darryl Neher, Dorothy Granger, Timothy Mayer, Andy Ruff, Susan Sandberg, Chris Sturbaum, Martin Spechler, Dave Rollo, and Stephen Volan

Whereas, the minimum wage under the federal Fair Labor Standards Act is just \$7.25 per hour, or \$15,000 a year for a full-time, year round worker; and

Whereas, twenty-one states have raised their minimum wages above the federal rate, including Alaska, Arizona, California, Colorado, Connecticut, Florida, Illinois, Maine, Massachusetts, Michigan, Missouri, Montana, New Jersey, New Mexico, New York, Nevada, Ohio, Oregon, Rhode Island, Vermont, Washington, and the District of Columbia; and

Whereas, the federal minimum wage would be more than \$10.70 per hour had it kept up with the cost of living over the last forty years; and

Whereas, the federal minimum wage leaves full-time earners and their families below the federal poverty line; and

Whereas, 76% of workers earning at or near the minimum wage are adults, and minimum wage earners are disproportionately women and people of color; and

Whereas, at least eleven states index their minimum wage rates to automatically increase each year to match increases in the cost of living, in order to prevent erosion of the buying power of minimum wage workers' wages; and

Whereas, the federal minimum wage for workers who receive tips is \$2.13 per hour, and has been frozen at \$2.13 since 1991; and

Whereas, the overwhelming majority of workers subject to this sub-minimum wage are women; and

Whereas, the Fair Minimum Wage Act of 2013, introduced last year by Senator Tom Harkin (D-IA) and Representative George Miller (D-CA) would raise the federal minimum wage from \$7.25 to \$10.10 per hour in three steps, index it thereafter to inflation, and raise the minimum wage for tipped workers to 70% of the regular minimum wage; and

Whereas, this increase would benefit more than 27 million Americans, generate more than \$22 billion in GDP, and create the equivalent of more than 88,000 full-time jobs by increasing consumer spending and boosting demand for goods and services in local economies; and

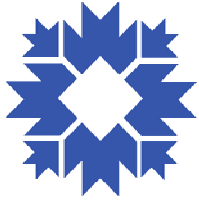
Whereas corporate profits are now the largest share of GDP since 1950, while wages and salaries are now the lowest share of GDP since 1955; and

Whereas, while the majority of jobs lost during and after the Great Recession were in mid-wage occupations, jobs added since job growth resumed are disproportionately concentrated in low-wage occupations, a trend that will continue and a trend that the minimum wage will play an even greater role in shaping wages that more and more families are relying on; and

Whereas the most rigorous academic research, using controls that corporate-backed studies do not, finds that raising the minimum wage increases incomes of low-paid workers without reducing employment, even during periods of high unemployment; now, therefore, be it

Resolved, that the City of Bloomington City Council supports the Fair Minimum Wage Act, which would raise and index the federal minimum wage to restore it to its historic value and

raise the subminimum wage for tipped workers, and calls upon Congress to pass and the President to sign this legislation.



CITY OF BLOOMINGTON



BICYCLE & PEDESTRIAN SAFETY COMMISSION LOCAL-MOTION GRANT PROGRAM GUIDELINES

The Bloomington Bicycle and Pedestrian Safety Commission (BPSC) seeks ideas that incorporate bicycle and pedestrian mobility into local events,

programs, or other community activities. Actions that celebrate the virtues of Bloomington, while at the same time incorporating values of our walking and biking culture is the core of the Local-Motion Grant Program. Possibilities for ideas are unlimited for their overall intent (e.g. live performance, parade, tour, class, etc.) and only need to incorporate walk and/or bike locomotion into the scope. Walking and bicycling are safe, practical, economic, low-impact, and healthy ways to travel around the Bloomington community.

BPSC is making funds available to support local initiatives that also promote a bicycle and walk friendly culture. The primary goal of the Local-Motion Grant Program is to advance bicycle and pedestrian mobility. The Local-Motion Grant Program will provide direct support to initiatives that focus on cultural, day to day, or other locally-based activities that also aim to strengthen our diverse and vibrant bicycling and walking culture.

The BPSC believes building a bicycle- and walk- friendly community is more than taking a “build it (trails, sidewalks, etc.) and they will come” approach. It is just as important to compliment this approach with an encourage (to bike and/or walk) and educate (safety, health, environmental) platform on the virtues of active modes of transportation. Emerging organizations or existing organizations with new projects are encouraged to apply for the Local-Motion Grant Program. Applicants are encouraged to contact staff for assistance in the grant application process.

There is one grant cycle annually and requests are limited to one project application per cycle. Grant awards are capped at a maximum of \$1,500 per project application.

PROJECT PERIODS

The Local-Motion Grant Program has one cycle annually:

Call: Announcement of the Local-Motion Grant Program is issued between January and March with program details.

Letter of Intent: A Letter of Intent must be submitted by April 30th before 12 noon EDT. Applicants are encouraged to coordinate with Planning Department staff to further their Local-Motion Grant concept after submitting their Letter of Intent.

BPSC Presentation: Applicants shall present their Local-Motion concept to the BPSC at their regularly scheduled June meeting

(3rd Monday of June). Applicants must be present to answer questions from BPSC members and hear any public comments.

Application: Based on feedback and discussion from the June BPSC meeting applicants must submit a completed application by the 1st Monday of July (7/7/2014) before 12 noon EDT.

Grant Awards: BPSC will make their Local-Motion Grant award announcement at their regularly scheduled July meeting (3rd Monday of July).

ELIGIBILITY

The Local-Motion Grant Program is open to nonprofit organizations, locally owned businesses, and Neighborhood Associations for projects that take place within Bloomington city limits.

The Local-Motion Grant Program does **not** fund:

- Projects completed prior to funding period.
- Activities and performances not available to the general public.
- 100% of project costs. Applicants are required to provide matching funds through other sources.
- Activities and performances planned **solely** for fundraising purposes.
- Food, beverages or other refreshments.
- Capital expenditures as the sole project activity.
- Training expenses as the sole project activity.
- Interest on loans, fines, penalties and/or litigation costs.
- Indirect costs.
- Projects that are longer than one year in duration.
- Individuals directly. Individuals must work with a partner organization/business/association, which must serve as the applicant and fiscal agent.

REVIEW CRITERIA

Grant applications are evaluated on three (3) general areas of focus detailed below. Applications that demonstrate strengths within all three areas are preferred.

Transformative Quality

- The overall level of collaboration between other community initiatives and the ability to transform it towards a more bicycle and/or pedestrian friendly activity.
- The extent to which the project will positively impact public understanding or awareness of non-motorized needs.
- The extent of creativity and innovation exhibited in the project design or construct.

- The extent to which the program can be more economically independent with future iterations (e.g. not needing public funding).
- The extent to which the program can become assimilated into the standard/regular operations of partner organizations, businesses, or neighborhood associations.

Community Impact

- The extent to which the project reaches out to a large and/or significant and/or underserved audience.
- The potential for the project's desired effects to endure beyond its completion.
- The extent to which the project enriches the vitality and diversity of the local bicycle and pedestrian community.
- The relevance/importance of the project and its intended outcomes to the needs and interests of the target audience.

Organizational Capacity

- The extent to which stated project outcomes are appropriate and reasonable based on the project's activities (see Application for definition of project outcomes).
- The extent to which the applicant has demonstrated a clear commitment and ability to making the project a success, including activities in marketing, fundraising and audience development.
- The ability of the organization to sustain the project to completion.
- If the project is to be repeated in the future, the applicant must demonstrate plans to sustain and improve upon the project.
- The extent to which the applicant can demonstrate satisfactory adherence to final reporting and acknowledgment requirements.

AWARDS

Grant awards will not exceed \$1,500 per project. The Commission may receive more requests than it is able to fund; not all applications will be approved.

FINAL REPORT

All grant recipients will be required to submit a Final Report to the BPSC within thirty (30) days of project completion. Non-submittal of a final report in a timely manner may negatively impact future funding.

If major changes occur from the original application (i.e. scope, location, budget or schedule), notification of such changes must be submitted in writing and approved by the Chair of the BPSC for funding to continue.

REQUIRED ACKNOWLEDGEMENTS

Grantees shall acknowledge receipt of a Bicycle and Pedestrian Safety Commission Local-Motion Grant by use of their name along with the City's logo and credit line when

appropriate. Evidence of proper acknowledgement should accompany the completed Final Report. Lack of proper acknowledgement may negatively impact future funding.

MATCHING REQUIREMENT

A variety of revenue sources demonstrates good fiscal planning as well as broad community support; therefore the Mobility Grant program has a matching fund requirement. Funding requests must include at least a 10% cash match (a \$1,650 project would have a \$1,500 grant request and a \$150 match from the applicant.) In-kind support for the request will be viewed favorably, but is not required.

REVIEW PROCESS

Applications will be reviewed by those BPSC members present at their regularly scheduled June meeting. The BPSC will announce their awards at the regularly schedule July Meeting.

Applicants are strongly encouraged to meet with the Bicycle and Pedestrian Coordinator prior to the Letter of Intent (April) and Application (July) deadlines. At the BPSC June meeting, applicants will have a maximum of 10 minutes to present their proposal. They also may be called upon to respond to questions posed by the Commission.

Attendance at the June grant review meeting is required.

HOW TO APPLY

Please direct questions to Vince Caristo, Bicycle and Pedestrian Coordinator, at 349-3423 or caristov@bloomington.in.gov.

Letter of Intent and Application materials should be submitted via web-based forms posted at www.bloomington.in.gov/bike by the respective deadlines listed above. Hard/paper applications will not be accepted.

Submission of a completed grant application means acceptance of responsibility for having read and understood the information in these guidelines and compliance with all rules, regulations, laws, terms and conditions described in this document.

Only completed applications will be accepted.

Late applications will not be reviewed.

Funds not claimed by 60 days after award notification will be returned to the grants pool.

Date: March 10, 2014

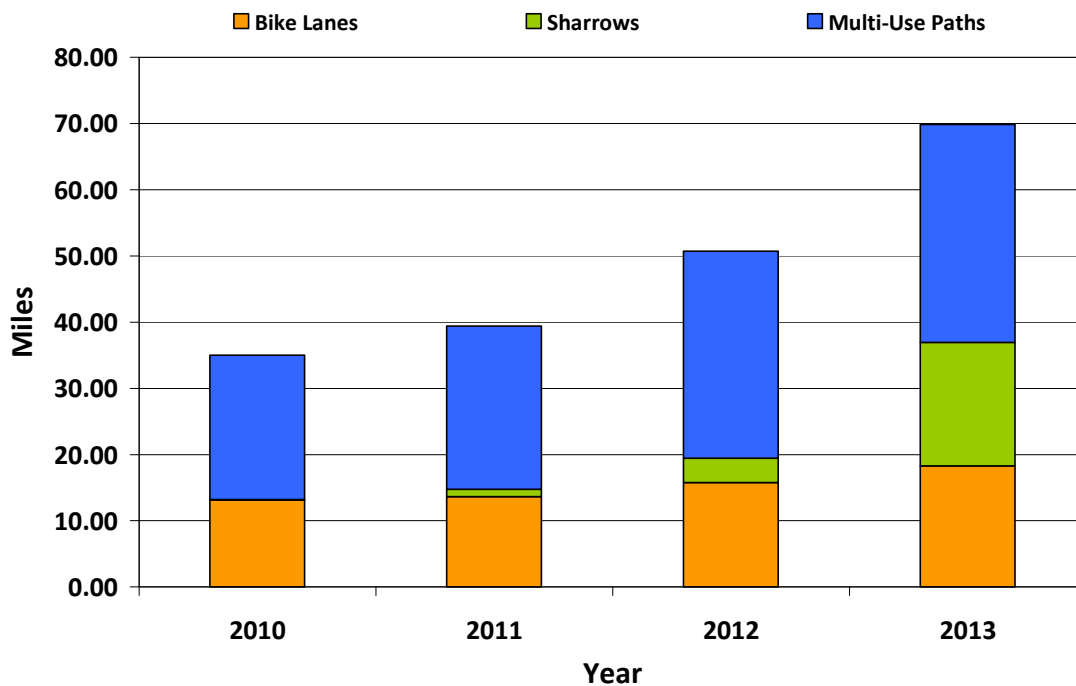
To: Members of the BPSC

From: Vince Caristo, Bicycle and Pedestrian Coordinator, City Planning

Subject: Future Capital Improvement Projects

Since the creation of the Bloomington Platinum Biking Task Force in 2010, the City has doubled the total mileage of bikeways, paths and trails. This includes the completion of major bike-ped capital projects (i.e. the B-Line trail), small connections completed as part of larger transportation projects (i.e. multi-use paths connecting to Sare/Rogers roundabout), on-street facilities in coordination with street repaving (i.e. Rogers St bike lanes), and projects associated with the Bloomington Bikeways Implementation Plan.

Bloomington Bikeways and Paths, 2010 to 2013



The Bloomington Bikeways Implementation Plan gives recommendations for on-street bikeways facilities through 2016. The selection of 2016 Bikeways Implementation Plan projects, and future capital projects, is the early stages of consideration. Below is the current list of Bikeways Implementation Plan projects under consideration for 2016:

2016 Bikeways Implementation Plan Projects

- South Highland Ave: Winslow to Miller via Path and Maxwell Street, or Highland Ave – Path or buffered bike lanes
- East 3rd St: Jefferson to SR 46 – Road Diet/Buffered Bike Lanes
- College Ave: Walnut Street to 2nd St - Bike Lanes or Buffered Bike Lanes

Staff has begun discussing potential revisions and additions to the 2016 Bikeways Implementation Plan projects, as well as future priorities for bicycle and pedestrian facilities.

The map included in this packet, 'Bicycle and Pedestrian Facility Inventory' provides a visual description of existing and committed bikeways and multi-use paths.

Request: Staff would like guidance from members of the Commission on bicycle and pedestrian infrastructure priorities for 2016 and beyond.







City of Bloomington, Indiana
Geographic Information System

This map was produced by the City of Bloomington GIS, for use by the general public as map information. The topographic and planimetric information is based on aerial photography flown in March 1991 and March 1992. Topographic orthorectification took place in April 1996. April 2003, March 2005, April 2010. Information is updated by GIS technicians from development plans, and other sources. The accuracy of information contained in this is based on National Mapping Standards, however it is NOT warranted.

The Corporation boundary reflects annexations effective January 1, 2012.

Information and Technology Services Department

Bicycle & Pedestrian Facility Inventory

	Shared Lanes
	On Street Facilities
	Sidepaths/Connectors
	Trails



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SCALE 1" = 1100'



Date: March 10, 2014

To: Members of the BPSC

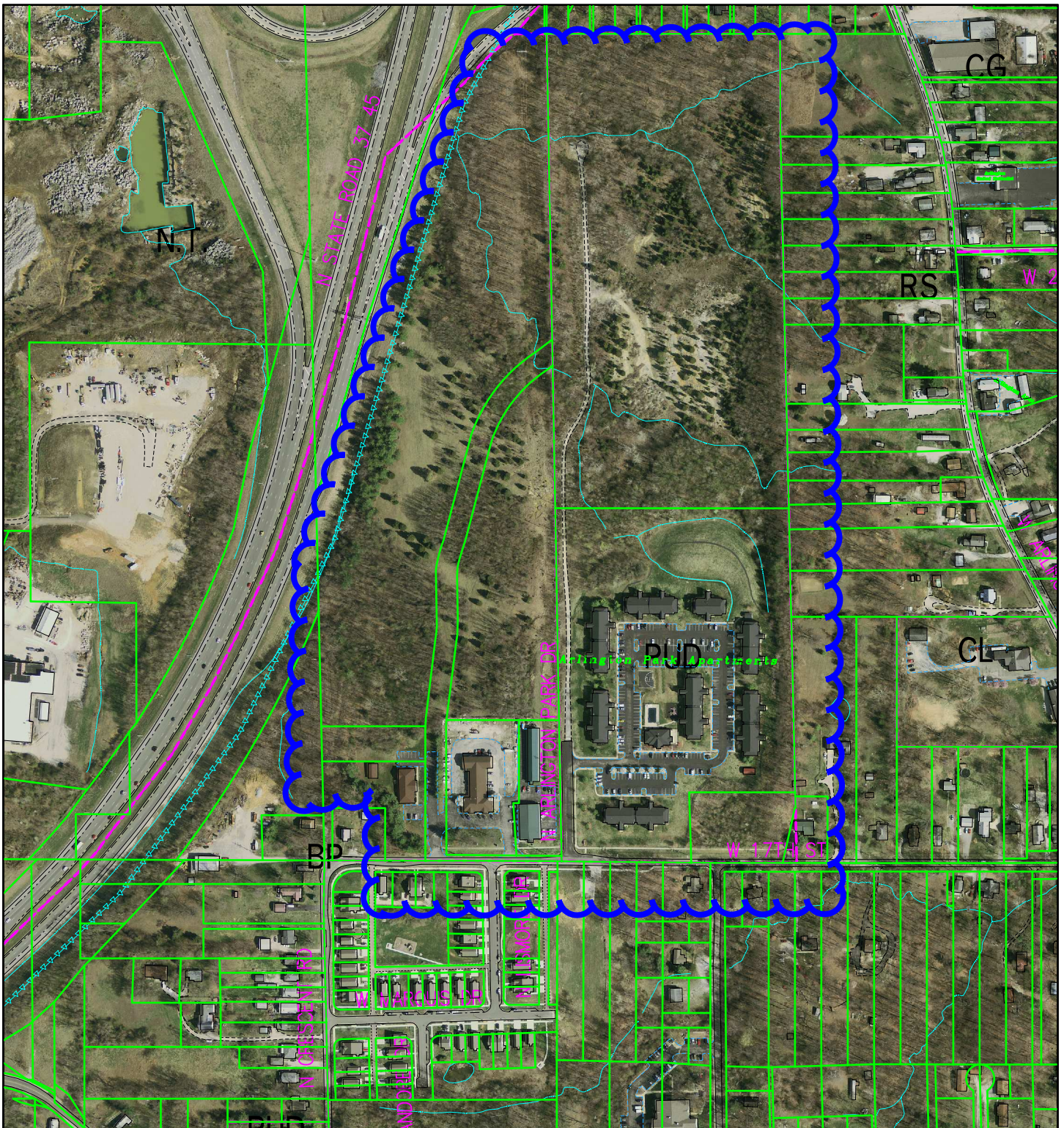
From: Vince Caristo, Bicycle and Pedestrian Coordinator, City Planning

Subject: Plan Commission Development Review: Rogers Group – 17th St

The petitioner is proposing to expand an existing 25.3 acre PUD to include 36 additional acres. The eastern half of the site is within the existing PUD and the western half is within the Business Park Zoning District. The existing PUD includes 120 affordable multifamily units on 13 acres and 4.5 acres of industrial and office use. The remaining acreage includes 2 acres along 17th Street that has not been designated, 7.6 acres for 33 affordable single family homes, 23.6 acres for 300 new multifamily units, and 10.6 acres of open space.

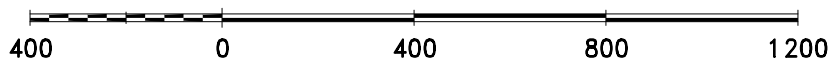
The maps and plans included in this packet provide details on the site design and context.

Request: Input on the proposed PUD proposal. Potential issues include timing related to the Growth Policies Plan update and adjacent roadway improvements, student housing location, site design, and street connectivity.



Rogers Group
Aerial

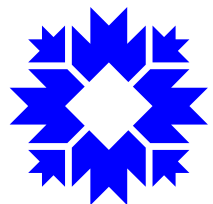
By: shayp
28 Feb 14



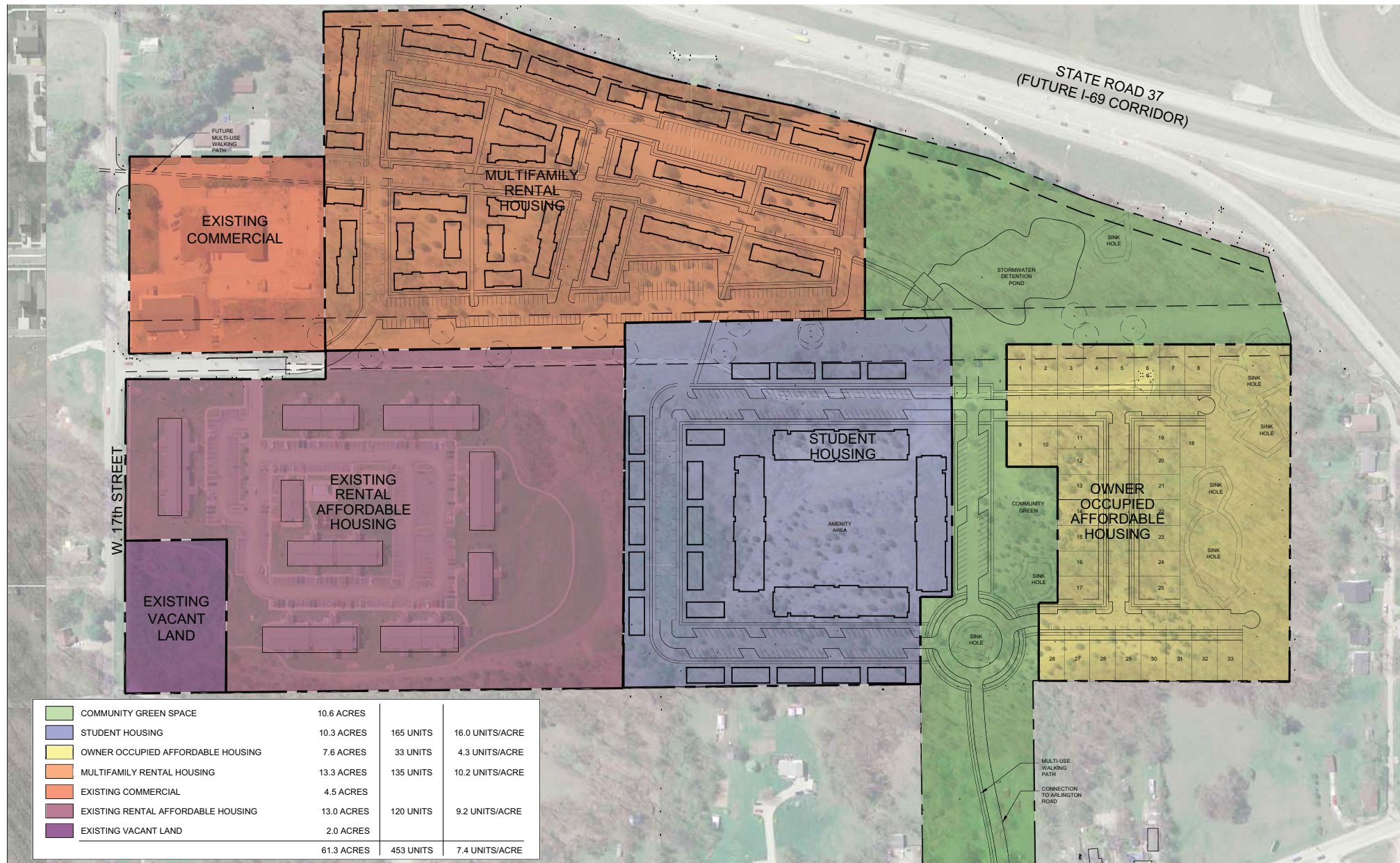
For reference only; map information NOT warranted.



City of Bloomington
Planning

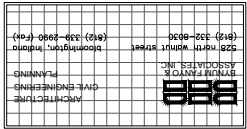
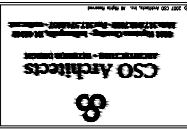


Scale: 1" = 400'



West 17th & Arlington Road
Proposed Mixed Use Development
Bloomington, IN February 14, 2014





PROJECT: ARLINGTON ROAD DEVELOPMENT
BLOOMINGTON, INDIANA

DATE: 11/15/2013
DRAWN BY: JST
CHECKED BY: JST

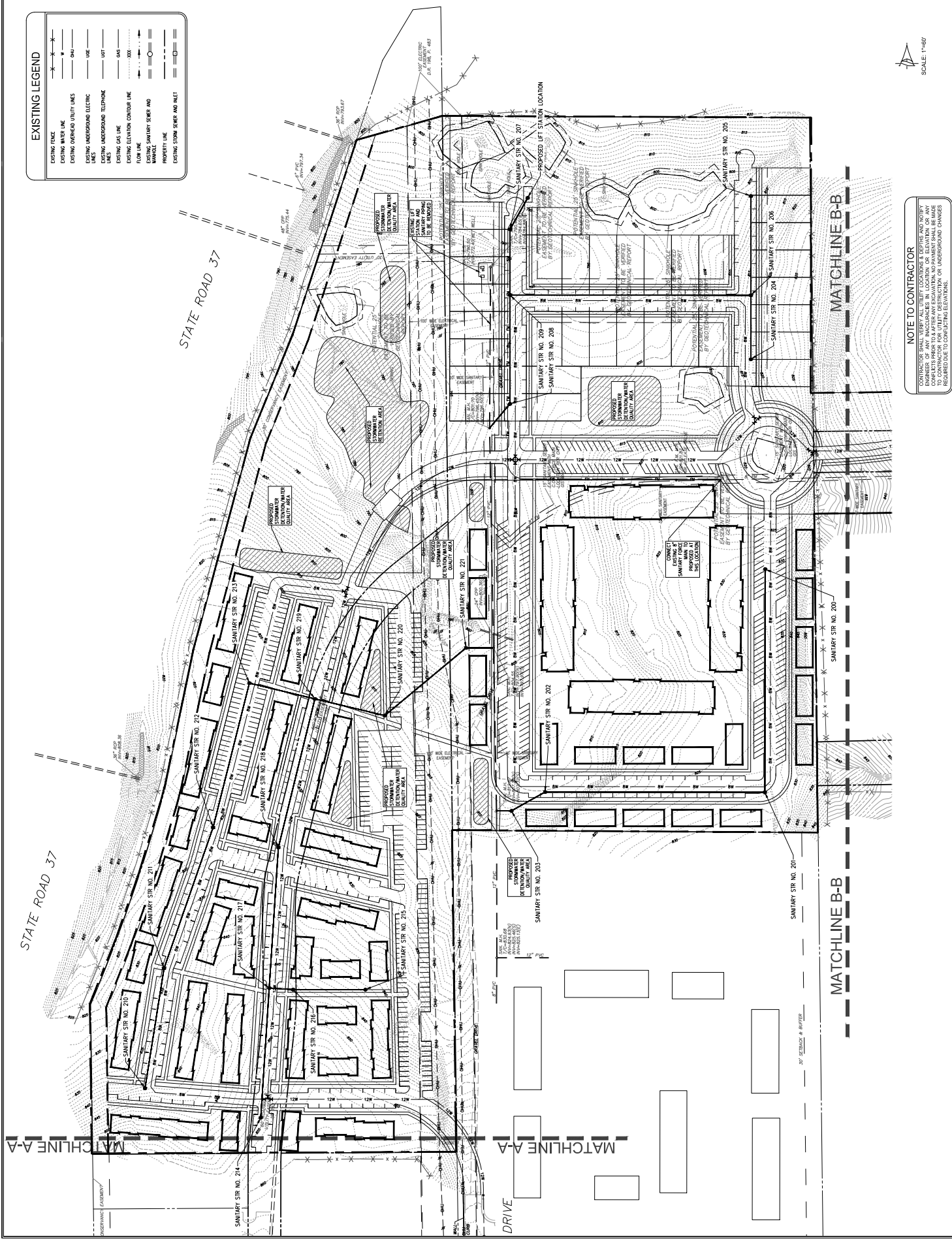
REVISIONS:

EXISTING CONDITIONS SURVEY

DRAWING NUMBER: C201
PROJECT NUMBER: 401334

EXISTING LEGEND

EXISTING FENCE	---
EXISTING WATER LINE	---
EXISTING OVERHEAD UTILITY LINES	---
EXISTING UNDERGROUND ELECTRIC LINES	---
EXISTING UNDERGROUND TELEPHONE LINES	---
EXISTING GAS LINE	---
EXISTING ELEVATION CONTOUR LINE	---
EXISTING SANITARY SEWER AND STORM LINE	---
PROPOSED LINE	---



NOTE TO CONTRACTOR
CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS & DEPTHS AND NOTIFY ALL UTILITIES PRIOR TO ANY EXCAVATION. NO PAYMENT SHALL BE MADE FOR ANY EXCAVATION OF UTILITIES OR UNDERGROUND CHANGES REQUIRED DUE TO CONFLICTING ELEVATIONS.

SCALE: 1"=60'

